

# **Preliminary Outline of Transportation Element**

## **2004 Seattle Comprehensive Plan Update**

*March 2, 2004*

### **A. Improving the Environment (formerly Environmental Stewardship)**

- Promote design and operation of streets to balance safety, accessibility, and aesthetics to promote healthy urban environments.
- Promote design of transportation infrastructure in urban villages to support compact, walkable neighborhoods.
- Implement a state-of-the-art Environmental Management System.

### **B. Use the Car Wisely (formerly Changing and Managing Travel)**

- Revise existing citywide mode split goals to more realistic expectations.
- Add mode split goals for Urban Centers.

### **C. Building Urban Villages (formerly Land Use and Transportation)**

Changes to this section are intended make clear that the focus of the City's transportation policies is to support the urban village strategy.

### **D. Make the best use of the streets we have (formerly Use of Streets).**

- Establish a system and criteria for street classification (arterials, transit, trucks, bicycles and boulevards). Performance criteria for each classification as well as the actual designation of streets will be in the updated TSP.
- A system of street typologies will be established that supports the functional classification of each street designation but also establishes design standards compatible with adjacent land uses.

### **E Level of Service**

This section addresses levels of service and satisfies GMA concurrency requirements.

### **F. Price and manage parking wisely (formerly Parking).**

- Provide for periodic adjustment of minimum and maximum parking requirements for autos and other vehicles as conditions change.

- Provide direction in setting curb space priorities that support transit, loading and short-term parking in commercial areas over long-term commuter parking.
- Maintain and expand on-street paid parking to provide short-term customer parking turnover in commercial districts.
- Address neighborhood parking issues with low-cost parking management strategies that encourage more efficient use of existing parking supply before pursuing more expensive off-street parking facility options.

**G. Make transit a real choice (formerly Changing and Managing Travel)**

- Transit Priority Network will be part of the TSP which will include an expanded transit plan for the city.
- Policies related to operations (T34, T37, and T38) will be moved to the TSP.
- A new policy complementing existing policies regarding High Capacity Transit and Intermediate Capacity Transit.

**H. Encourage walking and biking (formerly Pedestrians and Bicycles).**

- Pedestrian street designations will be incorporated into Street Classification/Street Typology policies.
- Non-motorized performance measures will be addressed in the TSP
- A new policy supporting education and enforcement programs about safe walking, bicycling, and driving behavior that reinforce pedestrian, bicycle and motorists rights and responsibilities.
- Land Use policies L303 and L304. related to urban trails, are being moved from the Land Use Element to the Transportation Element

**I. Moving freight and goods (formerly Moving Goods and Services).**

- Truck Classification Map will be moved to the TSP. Policy language will be added that provides direction and intent of truck network and cross references Use of Streets section.
- Modify policy language regarding consideration of needs for delivery and collection of goods when making street operating decisions. Specific criteria to be deleted from this policy and placed in TSP.

**J. Make the most of new transportation investments (formerly Transportation Financing).**

- Modify policy T58, which sets out priorities for transportation investments to refer to priorities set out in the TSP.
- References previously included in the parking section regarding a Commercial Parking Tax are now in the finance section.
- Establishes a list of funded projects (six-year CIP), a list of projects for which funding is being sought (an 8-10 year plan), and a 20 year list of potential projects and needs. These documents will also be part of the TSP.

**K. Protecting our infrastructure – new subelement.**

This is a new subelement and that provides policy direction regarding operation and maintenance of the transportation system.

**L. Connect to the Region – new subelement.**

Policies on connections to the regional transportation system and allocation of regional transportation resources. Would discourage the addition of general purpose freeway lanes to serve the City.